

faith negotiations that were conducted to reach this joint power resolution between the Arizona Tribes.

I ask my colleagues to support it because it upholds the integrity of all the other tribes who have and still are living up to their word.

I urge my colleagues to vote "yes" on this important bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Alaska (Mr. YOUNG) that the House suspend the rules and pass the bill, H.R. 2938, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. GRIJALVA. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this question will be postponed.

CRISIS IN SYRIA

(Ms. JACKSON LEE of Texas asked and was given permission to address the House for 1 minute.)

Ms. JACKSON LEE of Texas. Mr. Speaker, the crisis in Syria is getting worse and worse and worse. I join with the United Nations, but I ask that the Arab League and NATO raise their voices to remove women and children and the elderly and the disabled and the sick from this onslaught of violence.

And I ask the head of Russia, Mr. Putin, does he have a heart? Is he going to continue on the basis of ego and collaboration, determined that he allow the violence against the Syrian people to continue?

I ask my Christian friends in Syria, as well, to join with the world of humanity to stop the violence against women and children. It is time now.

ONE VOTE, ONE PERSON

Mr. Speaker, I change to another topic very quickly and say: one vote, one person. The voter ID law doesn't allow that, and the massive infusion of dollars coming from places that no one knows, no one has to account for. Let us have the Constitution stand again. Let America have a 2012 election without the infusion of unnamed dollars; now, \$100 million may be coming into this election from one person. Mr. Speaker, the Constitution deserves respect—one vote, one person.

CLEARING THE NAMES OF JOHN BROW AND BROOKS GRUBER

The SPEAKER pro tempore. Under the Speaker's announced policy of January 5, 2011, the gentleman from North Carolina (Mr. JONES) is recognized for 60 minutes as the designee of the majority leader.

Mr. JONES. Mr. Speaker, I won't take the entire hour, but this is a 10-year journey that I have been on since

I was notified by the wife of one of the pilots, Connie Gruber, who lives in my district, that the very tragic plane crash on April 8, 2000, when 19 marines were killed in a V-22 Osprey, that her husband, Major Brooks Gruber and Colonel John Brow, pilots, were being blamed for the accident. Nineteen marines that night were killed. And again, 10 years ago I was contacted by Mrs. Gruber, who lives in Jacksonville, North Carolina, which is the home of Camp Lejeune Marine Base.

Mr. Speaker, I have, for the House, a photograph of the V-22 Osprey that many people might have forgotten. In the year 2000, it was a plane going through a lot of trouble, meaning from the standpoint of testing, standpoint of records being changed, and the standpoint that the Secretary of Defense at the time, Dick Cheney, wanted to scrap the program. But the Marine Corps was saying that they had to have the MV-22. And again, Mr. Speaker, for you to know, this is the plane that goes from a helicopter mode to an airplane mode, that the nacelles will go from this way to a plane mode. I have this beside me so that people can see the V-22. The pilot was Colonel John Brow. He's pictured immediately on my left, and the copilot to the poster's left was Major Brooks Gruber.

Connie Gruber wrote me a letter. It's a full page, Mr. Speaker, and I would like to just read what she said, just one paragraph:

With so many wrongs in the world we cannot make right, I ask you prayerfully consider an injustice that you can make right. I realize you alone may not be able to amend the report, but you can certainly support my efforts to permanently remove this black mark from my husband's honorable military service record.

Mr. Speaker, there was a time when there was an issue involving the V-22 that the Marine Corps did not recognize, nor did Bell-Boeing, the manufacturer of the plane. It's called vortex ring state, VRS, and it's where the different, the two helicopter nacelles can be impacted in a different way, and that's what caused this tragic accident on April 8, 2000.

Mr. Speaker, right after the accident, the Marine Corps sent three investigators—Colonel Mike Morgan, Colonel Ron Radich, and Major Phil Stackhouse—to Arizona to investigate this accident, which was very, very difficult for the marines who were given the responsibility to find out why this plane crashed and burned.

Mr. Speaker, they came back and completed what was known as the JAGMAN report that was submitted to the Marine Corps. The investigators, this was their findings of what caused the accident.

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This is what has created the problem is that the Marine Corps issued a press release that I will talk about in just a few minutes. And the JAGMAN the families agreed with. Everything in the JAGMAN they agree with. And I'll touch on that in just a moment.

I also at this time want to thank Congressman STENY HOYER from Maryland, who is the Congressman for the wife of the pilot. Her name is Trish Brow. She has two sons, Matthew and Michael. Mr. HOYER has joined me in clearing the names of these two pilots, and I want to thank him again for that.

In addition, Congressman NORM DICKS from the State of Washington, who will be leaving this year, has heard me speak on the floor about this accident, and he also wants to join in clearing the names of these two pilots.

Mr. Speaker, I also want to thank attorney Jim Furman in Texas. Attorney Jim Furman represented Connie Gruber and Trish Brow in the lawsuit against Bell-Boeing. In addition, Brian Alexander and his associate, Francis Young, were the attorneys for the 17 Marine families. So those two attorneys, Jim Furman and Brian Alexander, have joined me in clearing the names of John Brow and Brooks Gruber.

Mr. Speaker, I must state that they won their case against Bell-Boeing. The amount of money allotted to the families has been secured, so therefore no one knows except the families; but it tells me a whole lot when a manufacturing company decides that they would rather settle out of court than take the case to court.

Phil Coyle, the Assistant Secretary of Defense and Director of Operational Test and Evaluation in the Department of Defense at the time of this accident, has also joined us in clearing the names of the two pilots. Also, shortly after the accident in the year 2002, CBS "60 Minutes," led by Mike Wallace, who is now deceased, gave the story of what happened and why this plane crashed and why the two pilots should not be seen at fault.

Mr. Speaker, there have been many people in this 10-year journey. Local press in eastern North Carolina all the way to press in Texas have joined us in this effort to say to Connie Gruber and Trish Brow and their sons and their daughter: your husbands were not at fault.

Why the Marine Corps will not join in this effort I do not understand. All the Marine Corps has to do is to issue a paragraph that clearly states to Trish Brow that your husband, John Brow, Colonel John Brow, pilot, was not at fault for the accident that occurred on April 8, 2000, in Marana, Arizona. All the Marine Corps has to do is to write a paragraph on the commandant stationery to Connie Gruber stating the same thing, except: your husband, Major Brooks Gruber, copilot, was not at fault for the accident that happened on April 8, 2000, in Marana, Arizona.

Mr. Speaker, you might think—and maybe some people watching tonight might think—well, why is this so difficult? The lawsuits are over, the plane is surviving, there's no threat to the Marine Corps that they're going to eliminate the V-22. It is part of their